



for Non-Riding Leaders

GOAL: A Safe Unit Riding Culture



U.S. ARMY COMBAT READINESS/SAFETY CENTER

References:

DODI 6055.04

AR 385-10

Installation and Command Policies

<https://safety.army.mil/povmotorcyclesafety/>



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Leader Checklist Example

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For more information, visit the USACR/Safety Center POV website:

<https://safety.army.mil/povmotorcyclesafety/>,

then click on “Leaders” under “Motorcycle” on the sidebar

underneath the website.



U.S. ARMY COMBAT READINESS/SAFETY CENTER

<https://safety.army.mil>



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Leaders must establish a Safe Unit Riding Culture based on disciplined riding

All leaders have the responsibility to ensure fully trained Soldiers are riding operationally safe motorcycles (MC) in a disciplined manner.

Undisciplined

• An untrained Soldier who has not received counseling or mentorship — not directly involved with leadership.

Disciplined

• A fully trained, counseled and mentored Soldier — directly involved with leadership.

Indisciplined

• A fully trained, counseled and mentored Soldier — directly involved with leadership BUT operates a MC in an unsafe manner and disregards requirements, often resulting in mishaps or fatalities.

Inspections and Mentorship

POV inspections must be performed at least every 6 months, and MC inspections should be conducted prior to the start of the local riding season. Inspections should cover administrative requirements, MC condition and PPE. Minimum areas to inspect include tires, controls, lights, oil, chassis, stand (T-CLOCS). Leaders should be able to identify illegal and unsafe modifications to the MC. Legal modifications vary from state to state. If you're unsure whether a MC has been modified, consult your MC mentor or click on the "Leaders" tab under Motorcycles at <https://safety.army.mil/povmotorcyclesafety/> for the "What a Leader needs to know about Motorcycle Safety" presentation.

Key Tip: Leader involvement in administrative requirements, mentorship, inspection and PPE develops disciplined riders!

Administrative

Soldiers must have a valid and endorsed MC license, insurance and training as outlined in the Progressive Motorcycle Program (PMP). They are strongly encouraged to sign the MC/ATV Operator Agreement before they ride.

- **Basic Rider Course (BRC)** — Required PRIOR to operating a MC. Training may be conducted on contractor-provided MCs.
- **Experienced Rider Course (ERC/BRC2) or Military Sportbike Rider Course (MSRC)** — Completed on operator's own MC and within 12 months of the BRC.
- **Motorcycle Refresher Training (MRT)** — Soldiers deployed for more than 180 days must complete prior to riding their MC.
- **Motorcycle Sustainment Training** — Required every 5 years after completion of ERC(BRC2)/MSRC, 5 years of inactivity or acquisition of a new MC.

Schedule training through the unit training NCO using DTMS.

Key Tip: Oversight of administrative requirements establishes the foundation of a safe unit riding culture!



Key Tip: Modifications may be a sign of a high-risk rider!

Motorcycle Mentorship Program (MMP): A voluntary unit-level motorcycle group where less experienced riders are paired with seasoned riders to create a safe and disciplined riding culture. MMPs are among the most effective mitigation strategies to prevent MC mishaps.

Key Tip: Motorcycle mentors are your subject matter experts!

Personal Protective Equipment (PPE)

Soldiers riding MCs on or off military installations must ALWAYS wear PPE. Leaders must know, encourage and enforce the use of proper PPE. At a minimum, proper PPE includes:

- Department of Transportation (DOT) certified helmet
- Impact or shatter-resistant goggles or properly attached full-face shield
- Sturdy over-the-ankle footwear
- Long-sleeved shirt or jacket
- Long trousers
- Full fingered gloves or mittens made of leather or abrasion-resistant material

Key Tip: Encourage riders to select PPE constructed of abrasion-resistant materials containing impact-absorbing padding and incorporating bright colors and retro-reflective materials!